

THE STOCK MARKET

SAN FRANCISCO EXCHANGE

The full closing quotations as furnished by the Kenneth Donnellan company are as follows:

Thursday, October 3, 1907.

Tonopah District.		Bid.	Asked.
Tonopah Mng.	\$10 00	\$10 12 1/2	
Mentana	1 95	2 00	
Tonopah Ex.	1 40	1 42 1/2	
MacNamara	28	30	
Midway	71	73	
Belmont	1 95	2 00	
North Star	14	15	
Ohio	02	03	
West End	60	65	
Gold Mt.	01	02	
Rescue	07	09	
California	07	10	
Golden Anchor	07	09	
Jim Butler	58	60	
Cash Boy	03	04	
Great Western	01	02	
Tonopah Home	03	05	
Monarch Pitts	06	06	
Montana Mid. Ex.	03	04	
Gold Crown	04	06	
Little Tonopah	1 00		
Goldfield District.			
Sandstorm	30	31	
Columbia Mt.	25	28	
Jumbo Ex.	1 40	1 45	
Vernal		15	
Goldfield Mng.	1 20		
Kendall		30	
Booth	26	30	
Blue Bull	23	24	
Adams	09	10	
Silver Pick	36	37	
Black Butte Ex.	04	06	
Blue Bell	11	12	
Dixie	04	05	
St. Ives	46	50	
Conqueror	07	08	
Lone Star	14	15	
Potlatch		40	
Nevada Goldfield.	13		
Atlanta	29	30	
Great Bend	39	40	
Simmerone		10	
Empire	08	09	
Red Top Ex.	16	18	
Florence	3 65	3 70	
Diamondfield Con	17	19	
Daisy	92	93	
Great Bend Ex.	10	12	
Great Bend An.		10	
Triangle	12	13	
Oro	14	15	
Comb. Fra.	1 27 1/2	1 32 1/2	
Goldfield Colum.		25	
Kewanas	31	32	
Goldfield Con.	6 02 1/2	6 05	
Nevada Boy	05	06	
Black Ants	02	03	
Esmeralda	05	08	
Red Hills	32	34	
Mohawk Ex.	08	09	
Lou Dillon	08	10	
Grandma	09	10	
Florence Ex.	24	25	
Yellow Rose	05	07	
C. O. D.	18		
Bullfrog District.			
Original Bullfrog.	03	04	
Bullfrog Mining	05		
National Bank	11	13	
Lige Harris	01	02	
Amethyst	14	15	
Gold Bar	40	41	
Stclairway		05	
Denver B. F. An.	03	05	
Mayflower	23	24	
Montg. Sho. Ex.	03	04	
Sunset	04	05	
Golden Scepter	05	06	
Montg. Mt.		09	
Homestake Con.	79	80	
Yankee Grl.	02	05	
Tramp Con.	20	22	
Bonnie Claire	20	30	
Daisy		08	
Nugget	03	05	
Victor	02		
Valley View		06	
Hooligan		04	
Manhattan District.			
Consolidated	30	40	
Man. Mining	05	07	
Gold Wedge	04	05	
Seyler Humphrey	03	05	
Dexter		09	
Little Joe		02	
Crescent	02	05	
Granny	20	22	
Mustang	14	15	
Little Grey	10	15	
Cowboy	01	02	
Original Man.		08	
Broncho	04	05	
April Fool Ex.	01	02	
Atlantic & Pacific	01	02	
Pine Nut		05	
Buffalo	02	04	
Mustang Ex.	03	04	
Thanksgiving		50	
Stray Dog	10		
Yellow Horse	03	04	
Indian Camp	07		
Combination	01	02	
Other Districts.			
Goldye Reef M.		11	
Round Mt. M.	75	90	
Round Mt. Ex.		15	
Silver King		10	
Nevada Hills	4 25	4 50	
Fairview Eagle	1 00		
Eagles Nest	27	32	

VAST OUTLAY FOR RAILROAD TUNNEL

MOFFAT RAILROAD INTENDS TO PIERCE MOUNTAINS AT COST OF \$15,000,000.

DENVER, Oct. 5.—A scheme of vast financial and engineering enterprise was brought to practical maturity yesterday. It has already claimed and gained the support of some of the leading men of Denver and Colorado, and it is assured of the financial support of every enterprising man in the state. Its conclusion will revolutionize the passenger and traffic systems of the western states. It will bring Denver within twelve hours of Salt Lake City.

Behind this great undertaking is already the influence, capital and support of Thomas F. Walsh, C. B. Kountze of the Colorado National bank, Dennis Sullivan of the Denver National bank, Dennis Sheedy, F. G. Bonfils, J. W. Springer of the Continental Trust company, Charles Boettcher, David Moffat, W. G. Evans and other men of known stability and large interests in the state.

It will involve capital to the amount of \$5,000,000 and the piercing of a tunnel five miles long that will be a new railroad track and irrigation highway through the Great Divide of the Rockies. A large amount of the stock necessary to the financing of the enterprise has already been underwritten and arrangements are being made for a trust company to take up the balance and offer it for public subscription.

Although the scheme is independent of the Moffat road as a financial corporation, its purpose is to carry the tracks of that road through James Peak instead of over the pass, and thus both shorten the distance and reduce the grade to such an extent that freight and traffic will be carried through the tunnel between Denver and Salt Lake City in twelve hours.

The Moffat road as originally designed, and as it has so far been built, although it will reduce the distance by rail between Denver and Salt Lake from 742 to 500 miles, had yet the disadvantage of a comparatively long route over tremendous grades, and the new undertaking has been originated to do away with that single disadvantage. The purpose of the enterprise is to pierce a great tunnel, wide enough to carry a double line of railroad tracks and irrigation waterways through that portion of James peak known as Corona pass.

The mouth of this tunnel on the Denver side will open some little distance about Tolland and debouch on the other side of the mountain in Middle park. This tunnel will be five miles long and its estimated cost \$5,000,000. The new company subscribing the capital will be free from the control and financially independent of the Denver, Northwestern & Pacific Railroad company, commonly known as the Moffat road, but the \$5,000,000 worth of stock representing the capital of this new tunnel company will be bonded as a first charge upon the Moffat road, which is financially free from any incumbrances.

With the financial backing and support of the new company already secured, the enterprise is already an assured success, and when this tunnel is finished and the Moffat road built through to Salt Lake City, Denver will be the inevitable entering point of all trans-continental railroad traffic. The railroads that now pass Denver 104 miles on one side and 181 miles on the other will either have to converge into Denver and obtain a right of way through the tunnel or lose out on the race to the Pacific coast.

From Denver to Salt Lake City over the Union Pacific tracks is now 626 miles and the journey takes twenty-seven hours. Over the Denver and Rio Grande it is 626 miles and the time occupied in traveling is twenty-five hours. The new tunnel will cut the distance for the Moffat road to some 480 miles and the time to twelve hours, almost cutting the distance in two and reducing the journey by half.

The great importance of this undertaking cannot be fully appreciated on a first consideration, and its influences on the fortunes and destinies of both Salt Lake City and Denver will be tremendous and far reaching. And it is a most significant thing that this great undertaking has brought together in a common interest men of varying interests who have not joined hands for a single purpose for many years.

And the co-operation of the gentlemen whose names have been published in this statement is a public guarantee that the scheme has been most carefully considered before they associated with it. It will revolutionize the Moffat road from a patriotic and splendid engineering enterprise into an undertaking of assured

financial success and unlimited utility.

With an expenditure of more than \$10,000,000, David H. Moffat has succeeded in building his line from Denver through Jefferson, Boulder and most of Grand county, and is now knocking on the door of Routt county. With a total expenditure of \$15,000,000 the road will have been built to the Colorado-Utah line, and will connect there with the western branch, which is now being surveyed by a syndicate of Utah capitalists, headed by Jesse Knight and Reed Smoot.

Another important epoch in the history of the Moffat road was written a week ago Saturday, when a train was for the first time run through Gore canyon. Thirteen miles of new track has been laid from Kremmling, and the grade is virtually completed for eight more miles, which will take the line to Yarmony, at the state bridge, this winter.

The completion of the line through Gore canyon is important in the eye of the Moffat people, because some of the hardest work to be encountered in building the Denver-Salt Lake City short line lay in this canyon. The roadbed through the canyon was blasted from solid granite, and three years were required to complete the job.

For this reason David H. Moffat celebrated the opening of the line through Gore canyon a week ago Saturday by taking a party of friends on a special train to view the wonders of Gore canyon. Mr. Moffat himself had never before set foot in the district.

Very few who rode in the special train of Mr. Moffat realized that it cost \$10,000,000 to build the road as far as Kremmling, at the mouth of the canyon, and that a total of \$15,000,000 will have been spent before the line reaches the boundary between Colorado and Utah.

"The road to Kremmling cost \$10,000,000," said General Manager W. A. Deuel last evening. "I don't know what the cost from Kremmling to Steamboat Springs will be, but it is probable that it will cost \$40,000 a mile."

"Contracts for the grade to Steamboat Springs have been let, and 50 per cent of the work between Yarmony and Steamboat Springs has been completed. The contractors have been working in Routt county for many months."

"The most difficult piece of work between Gore canyon and Steamboat Springs is in Egeria canyon. Eight months more will be required to get through Egeria. This is delaying the completion of the line to Steamboat Springs, but we will get there some time next year."

"The coal fields are forty-seven miles from Yarmony, at Oak creek, which is about twenty miles this side of Steamboat Springs."

"From Yarmony to Steamboat Springs is sixty-six miles, and from Steamboat Springs to the Colorado-Utah line is open, and after we get through Egeria canyon the road will not cost any more per mile than the Kansas Pacific, Burlington or Rock Island across the prairies east of Denver to the Missouri river. The only Prairie line which would have the advantage by comparison is the Union Pacific, which has an easy grade down the Platte valley. But we have nothing heavier than the other lines mentioned."

The cost of the Moffat road to the state line will be divided as follows: From Denver to Kremmling, 126 miles \$10,000,000 From Kremmling to Steamboat Springs, 87 miles 3,000,000 From Steamboat Springs to state line, 144 miles 2,000,000

Total \$15,000,000 The cost of the line west of Kremmling is estimated. At \$40,000 a mile the road from Kremmling to Steamboat Springs would cost \$2,640,000, but the cost will probably be \$3,000,000.

Chief Engineer H. A. Sumner of the Moffat road says that four coal companies will be ready to ship fuel as soon as the road reaches the coal fields next year.

"Some of the coal men have already established their yards, and are in 200 to 300 feet in their mines," says Mr. Sumner. Some of them will ship in heavy machinery before the road is completed to the coal fields, and will be all ready for us. They will be ready to load coal as soon as we get there."

Messrs. Deuel and Sumner complain of a scarcity of laborers. They say that the men are now going to the best fields and other places, and that it is almost an impossibility to hire any who are willing to work on the grade in Egeria canyon. Work will be continued in Egeria canyon all winter, and by next May or June it is expected that the grade will be completed. By July or August the road will have been put through the coal fields and into Steamboat Springs.

HILL CLARK ALLEY. BOSTON, Mass., Oct. 5.—D. H.

Moffat, who has built 200 miles of railroad over the Rockies, heading for Salt Lake, has made arrangements with James J. Hill for the Burlington road to use Moffat's line and Senator Clark's line to complete a through line to the Pacific coast. The traffic agreement will put Denver on the shortest route direct from Chicago to the coast. The Rock Island will be an ally of the Moffat-Hill-Clark combination, and active competition for through freight will be instituted against the Harriman lines.

ORE SHIPMENTS FOR EIGHT DAYS

The following are the ore shipments for eight days ending September 30, 1907, furnished by the Tonopah and Goldfield Railroad company: Tonopah Mining company, 3825; Tonopah Belmont, 1434; Jim Butler Mining company, 43; Tonopah Extension Mining company, 192; Montana-Tonopah Mining company, 49. Total from Tonopah 5543. The total shipment from Goldfield was 3181 tons.

GOLDFIELD STOCK EXCHANGE.

Following are the full quotations as furnished over the private wire of the National Safe Deposit and Trust company:

Thursday, October 3, 1907.	
Goldfield District.	
Adams	08 1/2
Blk. B. Ex.	04 1/2
Bull Dog	08
C. O. D.	19
Columbia Mt.	28
Comb. Fraction	1 30
Commonwealth	11 1/2
Daisy	96
Diamondfield Con	18
Florence	3 60
Great Bend	37 1/2
Goldfield Con	6 03
Goldfield N. Star	02
Jumbo Ex.	1 38
Magnet	06 1/2
Red Top Ex.	16 1/2
Red Hills	30 1/2
Sandstorm	28
Triangle	11 1/2
Yellow Tiger	12 1/2
Mohawk Ledge	04
Florence M. & L.	16
Florence Ex.	20 1/2
Milltown Fraction	02 1/2
Coming Nation	04 1/2
United Mines	02 1/2
Mohawk Jumbo	30
Bullfrog District.	
Lige Harris	01

ARROW HEAD COMING UP.

Arrow Head is making good very rapidly judging from reports which have reached Yerington from that section. An assay of the ore recently uncovered in the property of Kockel brothers shows that it runs \$997.61 to the ton in gold and silver.

Development is progressing rapidly on this estate and the owners are extracting a shipment of ore which will likely be treated in the mill at Pine Grove.

Adjoining the Kockel holdings, Wm. McEwen has uncovered some splendid gold ore in his shaft at a depth of seventy feet. The owner is still sinking on the vein and expects to open up a big shoot at depth.

Arrow Head was the scene of considerable activity last spring. The summer, however, witnessed a decline, only the faithful remaining. It now seems that they are to be handsomely rewarded.—Yerington Times.

Do you know that Pinesalve Carbolicized sets like a poultice in drawing out inflammation and poison? It is antiseptic. For cuts, burns, eczema, cracked hands it is immediate relief. Sold by Tonopah Drug Co.

Certificates of location for sale at this office.

Mothers with little children need no longer fear croup, colds or whooping cough. Bees Laxative Cough Syrup tastes good. It works off the cold through the bowels, clears the head. Guaranteed. Sold by Tonopah Drug Co.

For drainage and irrigation Holland has the astonishing total of 1,900,000 miles of canals and ditches.

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T. B. RICKEY, President. E. B. CUSHMAN, Asst. Cashier. JAS. T. DAVIS, Cashier. Tonopah, Nevada.

THE STATE BANK AND TRUST CO.

PAID UP CAPITAL \$200,000 CARSON, TONOPAH, GOLDFIELD, MANHATTAN AND BLAIR. DIRECTORS: T. B. Rickey, President; P. H. Peterson, J. P. Woodbury, G. W. Mapes, G. H. Meyers, Vice-President; C. T. Bender, S. L. Lee, J. P. Woodbury, 2d Vice-President; W. Brougher. Banking Hours 9 a. m. to 7 p. m. SATURDAY 9 a. m. to 12 p. m. SAFE DEPOSIT BOXES FOR RENT. OPEN TILL 5 P. M.

H. J. HALL

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